



● DOWNTOWN NASHUA

Road Diets

Presentation 4 of 4

October 5, 2011

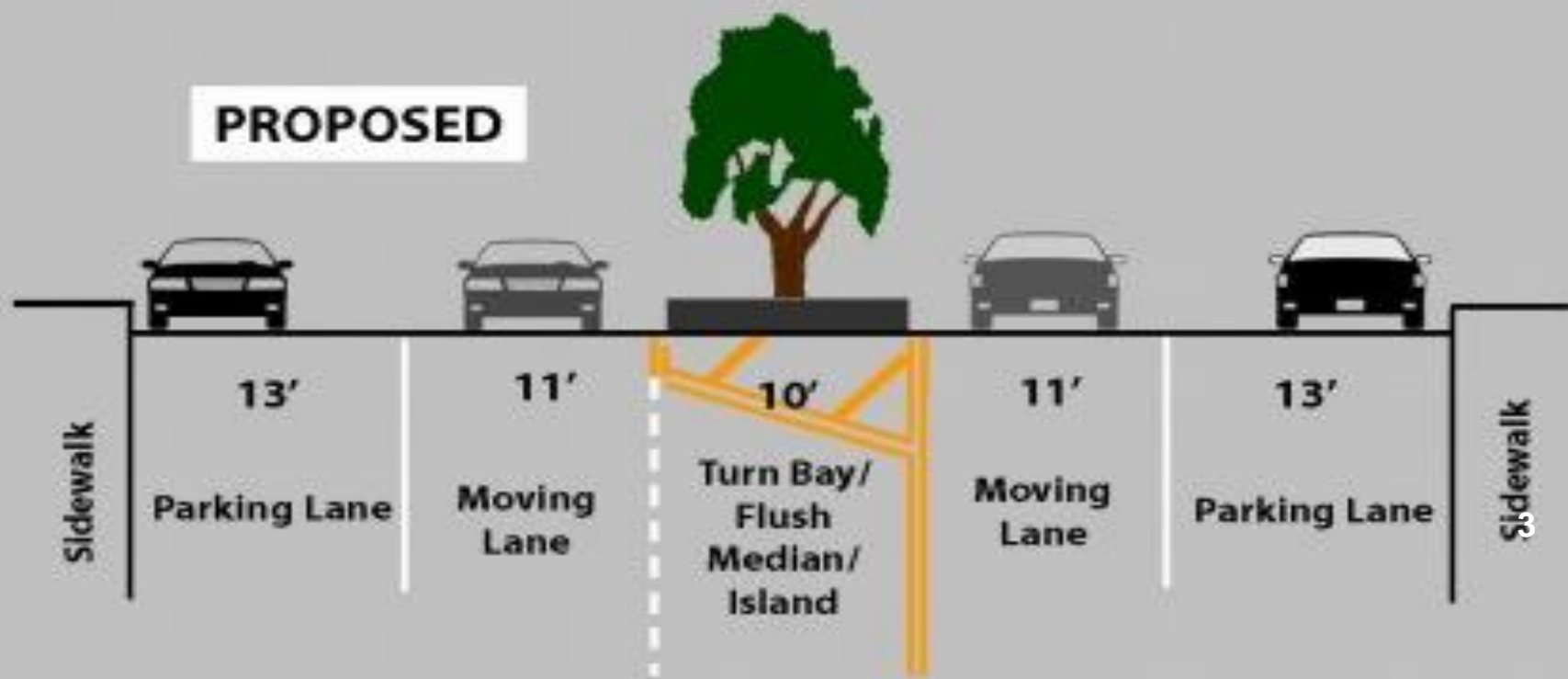
ROAD DIETS

- Reduce travel lanes and/or effective width of roadway
- Improve safety by lowering vehicle speed and driver predictability
- Provide space for other users (pedestrians, bicyclists, transit)

EXISTING



PROPOSED





BEFORE ROAD DIET



AFTER ROAD DIET



GREEN LIGHT FOR MIDTOWN

- Broadway closed to vehicles between 47th & 42nd, 35th and 33rd Streets
- Extensive new pedestrian areas created
- Safety improvements along Broadway Corridor
- Results
 - Travel times improved
 - Congestion decreased
 - Pedestrian activity increased, safety dramatically improved

COLUMBUS CIRCLE: BEFORE



COLUMBUS CIRCLE: AFTER



COLUMBUS CIRCLE: BEFORE



COLUMBUS CIRCLE: AFTER



TIMES SQUARE: BEFORE



TIMES SQUARE: AFTER



TIMES SQUARE: BEFORE



TIMES SQUARE: AFTER



TIMES SQUARE: BEFORE



TIMES SQUARE: AFTER



HERALD SQUARE: BEFORE



HERALD SQUARE: AFTER



HERALD SQUARE: BEFORE



HERALD SQUARE: AFTER



DOWNTOWN CONCORD, NH

- Re-visioning of Main Street, Concord
- Extensive public outreach process
- Economic development focus
- Proposal seeks to reduce travel lanes from four to three
- Funding not secured

CONCORD, NH: EXISTING



11'
SIDEWALK

4 Travel Lanes

12'
SIDEWALK

CONCORD, NH: PROPOSED



CONCORD, NH: EXISTING



CONCORD, NH: PROPOSED



CONCORD, NH: EXISTING



CONCORD, NH: PROPOSED



Downtown Nashua

Road Diets (Presentation 3 of 4) Companion Transcript

Road diets are a simple, but seemingly counterintuitive concept. The idea is that by reducing the number of lanes on a street (or the width of the pavement), you will be able to increase traffic safety and possibly even improve the flow of traffic.

The gains are made by forcing a reduction in the speed of traffic (traffic calming) and by providing more space for people using other modes of transportation, like bikes or those traveling on foot.

Road Diet solutions really run the gamut from the complete reconstruction of a roadway to a simple job of restriping. Often times, these efforts succeed by simply making the rule of the road more clear for all.

Green Light for Midtown

The most ambitious project that utilizes a form of the road diet concept can be found in Manhattan, perhaps the densest, most traffic-congested place in America.

In Manhattan, officials developed a plan to close whole blocks of Broadway to vehicles and create temporary pedestrian plazas and other amenities in their place. This action was combined with extensive safety improvements along the corridor to make dedicated and clearly defined areas for bicyclists, busses, trucks and cars.

The results have been simply amazing. The City has created some of the most successful public spaces in the City, actually REDUCED travel times along the corridor and has affected a dramatic decrease in car and pedestrian accidents.

Downtown Concord, NH

Closer to home, Concord NH is contemplating a complete redesign of the streetscape of the main shopping district.

This long-studied stretch of Main Street has been re-visioned. Some of the strongest proposals include the reduction of lanes along the busiest stretch of Main Street from 4 to 3, while increasing pedestrian safety while dramatically improving the attractiveness of the area.

Some of their earlier street concepts are interesting as they showcase the use of a “flexible” streetscape. In these slides, they show a transformation that adds greenspace and pedestrian safety elements.

Others show utilizing the same surface treatment on the sidewalks as the diagonal parking aisles. Using this approach, there is the potential to expand the sidewalk, when desired. In the summer, or on weekends, the sidewalk could be extended to accommodate street fairs, farmer’s markets, etc. During the shopping season, the sidewalk can be brought back to a normal alignment, using this area again for parking, during a time of year when it’s needed most.